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The Journal of Upper Canada Region of the Porsche Club of America



July 2010

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EDITOR
Kye Wankum

ART DIRECTION & PRODUCTION
Kye Wankum, Kyser Creative Enterprises, Inc.
kye.wankum@rogers.com

UCR PHOTO EDITOR
Eshel Zweig at ezweig@mac.com

UCR CLUB PHOTOGRAPHER
Michael A. Coates

CONTRIBUTING PHOTOGRAPHERS
Graham Jardine
Ken Jensen
Andreas Trauttmansdorff
Jeff White
Eshel Zweig

PUBLISHER
Phil Downe at Phil.Downe@ITnegotiations.com

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kye.wankum@rogers.com

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Please contact Jeffrey White
Phone: (905) 841-3612
Fax: (905) 841-3337
E-mail: jeff.white@pcaucr.org

DESIGN & LAYOUT
Michael J. Duhamel of Doohamel Studios
www.doohamel.com studios@doohamel.com

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CONTACT UCR

Angie or Mark Herring at (905) 854-3332
You may visit UCR on the web @ <http://www.pcaucr.org>

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UCR Member, Ronan McGrath, in Epstein, Germany (near Frankfurt)
with his European Delivery 911GT3RS; Photo by Ronan McGrath

PRESIDENT'S MESSAGE



Martin Tekela
UCR President

In June we had many members attending PCA DE events at Mosport and Watkins Glen, hosted by UCR and Zone 1, respectively. Braidan Tire also hosted a charity DE at Mosport for all signed-off drivers. Marc Plouffe and Richard Shepard organized a traditional Concours d'Elegance for UCR which was held at Legendary Motor Cars in Halton. We also enjoyed seeing many of our friends at the June monthly social evening, which was hosted by Downtown Porsche.

The biggest PCA event of the season, The Porsche Parade, was recently held in St. Charles, Illinois, a suburb of Chicago. At press time, there were 16 cars and 30 attendees from Upper Canada. This was more than twice as many cars and people than from any other region in Zone 1, which includes larger clubs such as Metro New York and Northern New Jersey (NNJR). Total parade registrations from Zone 1, which includes 15 other regional PCA clubs besides the three mentioned, were 49 cars and 90 attendees, so kudos go to UCR members for their participation in this important annual event. The Porsche Parade generally attracts upwards of hundreds of cars and more than a thousand attendees from all across North America, as well as guests from Porsche in Germany.

If any of you think a week-long Parade type of event might interest you, you should first consider attending UCR's multi-event weekend. This Friday evening-to-Sunday event will be held in the nearby Niagara area on October 1-3, 2010. Please see the UCR website for registration information.

We're well into our summer season now and, looking ahead, there are many things to do. There will be another car exhibition, this time in the downtown Bloor/Yorkville area on July 10th. It's called the Yorkville Exotic Car Show in support of the SickKids Foundation and is co-hosted by PCA/UCR and the Ferrari Club of America, East & Central Canada Regions. At Mosport, there will be another DE hosted by NNJR and UCR on July 23-25, and a PCA Club Race and DE hosted by UCR on July 30-Aug 1. Later on in August, John Adam

is organizing a UCR Tour with the Ontario Wine Society in the Niagara region, while Don Lewtas, Barbara Mitton and Hazel de Burgh will be organizing a Collingwood area Fun Run. The Collingwood event (page 14), is booked solid, so please try and book the Niagara event (page 11) as soon as possible, and avoid disappointment. There may be other events happening as well. As always, for last minute updates, please check the UCR website at www.pcaucr.org.

The 2010 UCR Elections will be held in November. The Election Nominating committee will be actively seeking new recruits who would like to volunteer their time to help run our dynamic club. Please contact Patrick Michaud, Walter Murray, Horst Petermann or me, if you'd like more information about a role as a volunteer director of the club.

Our membership continues to grow and we need to keep our club relevant to these new members. We will be refreshing the "Shift into Spring" event by renaming it the UCR "Open House". The objective of this event will be a meet and greet for newer members and an opportunity for all members to learn about the various events that will held in the coming year from the Event Chairs and the other volunteers responsible for organizing those events.

On a final note, I have a question about the Porsche "wave". When I got my first Porsche in the spring of 1999, I immediately noticed that other Porsche drivers would wave at me when we passed each other on Toronto area roads. This doesn't seem to happen any longer and I would encourage each of you to resurrect this old tradition by acknowledging your fellow Porsche drivers with a courtesy wave whenever your cars cross paths. Would any members out there care to comment about the rise and fall of this Porsche wave?

Hope to see you at an event soon. ☘



2010 Calendar of Events

Please check future issues of Provinz for 2010 Calendar updates. As always, for last minute updates on all events, please check the UCR website at www.pcaucr.org

JANUARY

12 Tues UCR Social Meeting at The Grille at
1596 The Queensway, Etobicoke

FEBRUARY

9 Tues UCR Social Meeting at Mandarin at
200 Queens Plate Drive, Rexdale
27 Sat Zone 1 Tech Tactics in Danbury, CT

MARCH

5 Fri UCR Ski Day at Osler Bluff Ski Club
9 Tues UCR Social Meeting at Izba at
648 The Queensway, Etobicoke

APRIL

13 Tues UCR Social Meeting at Pfaff Tuning at
9100 Jane Street, Vaughan
17 Fri Skid Pad School at Mosport
25 Sun UCR Autocross at the Toronto Star facility
in Woodbridge

MAY

1 Sat Skid Pad School at Mosport
2 Sun Shift into Spring at Pfaff Porsche at 101
Auto Park Circle in Woodbridge
8 Sat UCR Rally (visit pcaucr.org)
11 Tues UCR Social and Meeting of Members
at Xaphire Restaurant, 530 Eglinton Ave.
West, Toronto
15-16 Sat UCR Driver Education at Mosport
28-30 Fri-Sun Zone 1 Club Race at Watkins Glen, NY
28-30 Fri-Sun Spring Tour at The Little Inn of Bayfield
29 Sat Beaver Valley Fun Run

JUNE

5-6 Sat-Sun UCR Driver Education at Mosport
8 Tues UCR Social Meeting (visit pcaucr.org)
18-20 Fri-Sun Zone 1 - 48 hrs @ The Glen
20 Sun UCR Autocross at the Toronto Star facility
in Woodbridge
27 Sun Annual UCR Concours d'Elegance at
Legendary Motor Cars (visit pcaucr.org)

JULY

3-9 Sat-Fri Porsche Parade in St. Charles, Ill
10 Sat Yorkville Exotic Car Show -
in Support of SickKids Foundation
13 Tues UCR Social Meeting (visit pcaucr.org)
23-25 Fri-Sun NNJR/UCR Driver Ed at Mosport
30- Aug 1 Fri-Sun PCA Club Race hosted by UCR at Mosport

AUGUST

8 Sun UCR Tour with Ontario Wine Society
10 Tues UCR Social Meeting (visit pcaucr.org)
15 Sun Collingwood Area Fun Run
21-22 Sat-Sun UCR Driver Education and Introductory
Driving School at Shannonville
28-29 Sat-Sun PorschePlatz at the ALMS race at Mosport

SEPTEMBER

9-12 Thu-Sun PCA Escape, BC
14 Tues UCR Social Meeting (visit pcaucr.org)
18 Sat UCR Fall Rally (visit pcaucr.org)
19 Sun UCR Autocross at the Toronto Star facility
in Woodbridge
25-26 Sat-Sun UCR Driver Education at Mosport

OCTOBER

1-3 Fri-Sun UCR Multi Event Weekend
(visit pcaucr.org)
10 Sun UCR Autocross at the Toronto Star facility
in Woodbridge
12 Tues UCR Social Meeting (visit pcaucr.org)
16-17 Sat-Sun UCR Driver Education at Mosport

NOVEMBER

9 Tues UCR Social and Elections at Ciao Bella
Ristorante in Concord
20 Sat UCR Awards Banquet (visit pcaucr.org)

DECEMBER

Please join us for the Season's Festivities at the UCR Banquet in
November

EVENTS



Social Events

Submitted by Richard Bain

Our Socials are a great opportunity to meet fellow Porsche lovers and exchange stories about recent experiences, such as a DE weekend or a road trip in our favourite automobile.

We try to invite guest speakers to share their expertise and to hold a small presentation at all of our meetings. The locations for the Socials have been moving around over the past year and have included some great new venues. Hopefully, this will make it easier for some members to come out and enjoy the comraderie of the meetings, as they may be more convenient for them to get to. Our diverse locations have also helped in breaking up the monotony, while offering a more varied dinner menu.

For specific details, the UCR web site will be updated with write-ups, addresses and driving directions. So, come on out and enjoy the evening with your fellow club members!

Meetings start at 6:30 pm on the second Tuesday of every month.

July 13, 2010

Ciao Bella Ristorante

665 Millway Avenue, Unit 17, Concord L4K 3T8
(905) 660-3596

August 10, 2010

Pfaff Oakville

1-2416 Wyecroft Road, Oakville L6L 6M6
(905) 469-8854

September 14, 2010

Mimico Cruising Club

200 Humber Bay Park Road West, Toronto M8V 3X7
(416) 252-7737

October 12, 2010

OKTOBERFEST! The Musket

40 Advance Road, Etobicoke M8Z 2T4
(416) 231-6488

DRIVER ED

Introductory Driving School

Saturday, April 17th - Mosport Training Facility

Saturday, May 1st - Mosport Training Facility

Saturday August 21st - Shannonville Facility

Loads of Porsche Fun with Lunch Provided - Slip and Slide in Safety!

Driver Education Programme Dates

Saturday & Sunday, May 15th & 16th - Mosport Grand Prix Track

Saturday Evening Munchie Buffet Social and Lunch Time Lucky Draw included!

Saturday & Sunday, June 5th & 6th - Mosport Grand Prix Track

Saturday Evening Track Walk with Refreshments! A must for all "Trackies".

Friday thru Sunday, July 23rd, 24th & 25th - CanAm at Mosport Grand Prix Track

Loads of Student Spaces, Three Days of Track Time and Saturday Evening Dinner & Social with our friends at NNJR

Saturday & Sunday, August 21st & 22nd - Shannonville Full Track and IDS

Saturday Evening Dinner Social and Lunch Time Lucky Draw. More surprises coming!

Saturday & Sunday, September 25th & 26th - Mosport Grand Prix Track

Fall Colors Event with Munchie Buffet Social and Lunch Time Lucky Draw included!

Saturday & Sunday, October 16th & 17th - Oktoberfest at Mosport Grand Prix Track

Multi Marque Event with German Food & Beverages, Porsche, BMW, Audi, Mercedes Welcome!

**UCR Driver Ed
Dates for 2010!**
Mark Your Calendars Now!

WELCOME!

NEW MEMBERS

NAME	LOCATION	MODEL	THANKS TO
Karen Abrams	Toronto	09 -Cayenne	Downtown Porsche
Ron & Leslie Batt	Toronto	93- 911RSA / 97 911	
David George Belsky	Kitchener	03-911	
Jeff & Lynn Bowers	Pickering	03-Boxster S	
Ron & Mary Alice Carroll	Toronto	09-Boxster	Downtown Porsche
Joey Chan	Scarborough	87-911	
Pete & Marian Cheney	Toronto	10-911	
David Clark	Kettleby	91-911 C4	
Gary Cressy	Brampton	09-911	Downtown Porsche
Rudi Czekalla	Mississauga	10-911	Downtown Porsche
Nathan Day	Toronto	00-Boxster	Peter Shell
Erik De Witte	Toronto	09-911	Downtown Porsche
Michael Dusenbury	Markham	10-Cayman	Downtown Porsche
Michael Ellig	Waterloo	06-Boxster S	
John & Gloria Elliott	London	09-Boxster	Pfaff Porsche
Darren Evans & Claudia Feuerstacke	Oakville	07-Cayman S	Rick Morelli
David Foster	Toronto	10-911	Downtown Porsche
Robert Francki	Mississauga	10-911 C4S	Downtown Porsche
Danny Fung	Richmond Hill	10-Boxster S	
Mark Gaynor	Markham	08-911 S	
Adam Green	Toronto	89-944	
William Ing	Toronto	87-944 S	
John & Audrey Jacob	Markham	05-911	
Keith Johnson	Markham	03-Boxster S	
Khuram & Zaman Khan	Mississauga	09-911 C4S	
Brian & Sonja Lagueux	Kitchener	02-911 C4S /	

> Continued on Page 10

CONGRATS!

ANNIVERSARIES

20
YEARS

Ken & Kimberley Schmidt

15
YEARS

Wes & Angie Armstrong

Lee & Pat Clarke

Thomas Meyer

10
YEARS

Mario Marrello

5
YEARS

Brent Blathernick

Robert Burgess

Jason & Kelly Chanyi

John Chrysler

John & Carole Dixon

David & Lisa Ferrie

Mark & Marilyn Galonski

Jonathan Hahn

Gavin Ivory

Steve & Jeanne McLeod

Debra McVeety

Marshall Myles

Paul Ormandy & Jennifer Zimmerman

5
YEARS

Clifford & Amy Pak

Kyle Sutherland

Desmond Tam

John Vacca

Glenn Weylie

Cameron Willis



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EDITOR'S RAMBLINGS



Kye Wankum
Editor

We have another great issue for you this month! I am very happy to say that I'm receiving lots of contributions from the membership these days. Don't stop – keep 'em coming!

What's interesting to note, is that many of the submissions come from newer members. That is not completely surprising, as I know that, personally, I was very active during the first few years of PCA membership, taking in everything, including all of the DE's available to me, some Fun Runs, several Parades, and then faded out to do my own thing, namely racing and traveling on business. Of course, I maintained my membership over these past 21 years and attended the odd PCA event or monthly UCR Social. But I only got more involved with our club again five years ago, when my business travels finally subsided and I had time and opportunity to offer my services as your editor. Life is like that isn't it? Unpredictable, and with people fading in and out, hopefully to come back around again. I have certainly made some good friends through our club and, as the years pass, we see each other here and there, a little more then and a little less now, at times. As the saying of the day goes: It's all good. My point with these ramblings? We are living in almost too fast a world now, kept busy by our electronic devices. We miss out on life, while we should focus on getting back to what really matters.

On the surface, our Club is about the cars, of course – that's why, maybe, we joined the Club in the first place. But really, it is all about the people. If you asked the

long-term members, I bet that's what most of them would tell you: it's about the people you meet and the friends you made over the past years, and about sharing your passion for all things Porsche with them. That's why they continue to be members.

This month, there are several things to note for upcoming events: the annual Parade is taking place in St. Charles, Illinois, where UCR has good chances of placing well in the many different competitions and categories, including your website and your newsletter. The Yorkville Exotic Car Show is a must to take in and, by sponsoring a registered car on-line, a great way to support the SickKids Foundation. Please visit the UCR website to find the details. Then there is the partnered UCR/Northern New Jersey DE event at Mosport – three days of fun!

The PCA Club Race, hosted by UCR will be held at Mosport at the end of the month. Speaking of it, as is the case with all UCR events, volunteerism is what our club is all about. None of our great many events would take place if it weren't for the members who get more involved and help out where volunteers are needed. Please, do take a moment to consider where and when you might be able to help with a few hours of your time. It really is fun and, yes, you will make some new friends in the process – guaranteed! What, in life, could be better?

Have a great summer! 🌟

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THE WAY WE WERE...

30 Years Ago

A drawing of the 924 graced the cover. Bruce Farrow and Dave Pateman went to Indianapolis and East Cleveland to buy cheap Porsche parts. They covered 1,300 miles (2,080 km) in 20 hours. Also picked up a speeding ticket. Promo for the VARC picnic was the only other item.

20 Years Ago

We had the Porsche Indy car on the cover and it appeared at Downtown Fine Cars for our monthly social. PCA total membership of 28,000 was about half of what it is today. Rainer & Eileen Beltzner, Randy & Leo Meyers joined. Single day DE events were the norm at \$75. Mobil 1 5W30 was becoming recognized, albeit slowly. Skeptics still liked the old line products. There were five Porsche dealers in Ontario — now three. The Plouffes competed in the Zone 1 Concours d'Elegance near New York City and trophied second in class. Howard Dexter was operating the novice DE class at \$25, including lunch. President J. Crawford Reid went on (and on) about his busy DE schedule, Parade in Monterey, and more. Margaret Jakubowski's baby picture appeared.

15 Years Ago

Parade was in Portland, OR. There were thirty-two new members, plus spouses and family members. Articles had become technical with discussion of timing belts, faulty control arms, ball joints and the like. Irene Orr hosted a wine tasting event with Tony Aspler as guest speaker.

10 Years Ago

Tomiko & Walter Murk joined, as did 28 others. President Ken Jensen and first lady Sussi were en route back from Parade at Sacramento, CA. Six Fun Runs were in the works for summer. Andy Wright prepared a spiritual article that deserves to be re-printed — it was about joining in the fun. Ben Ciantar went on for pages about torque, gear ratios, transmissions and clutches. Jay Lloyds went to Germany with Terry Cleland and Randy Black. They visited the archives and later got rides around Weissach's test track in a GT1. Cool!

Contributed by John Adam, UCR Historian

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Zone 1

Dates & Notes

The Concours d' Elegance and Rally at the famous Old Westbury Gardens on Long Island the weekend of May 15th and 16th was a sight to be seen, as was the Porsche Clash at the Glen May 28th to 30th. A big Thank You to the UCR volunteers.

Coming up are:

Autocross in Devens, MA, August 29th and 30th.

National events not to be missed:

- Escape to Sun Peaks, BC, September 9th to 12th.
www.pcaescape2010.com

Please check with me or go to the Zone 1 site Zone1.pca.org.

There will also be an ALMS Porscheplatz at Mosport Aug 29th and 30th – see the ad within.

Come out, participate, and show the UCR flag.

Botho von Bose, Zone 1 Rep

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New Members Continued from Page 7

Membership stats submitted by Angie and Mark Herring, UCR Membership Chairs

Anurag & Anita Mathur
Nick Migliore

Michael Newton
Frank Pellegrino
Victor Pokan
Tommy Poon & Maggie Yuen
James Radmelick
Gord & Karen Reifenstein
Paul & Fran Renaud
Rose & James Robinson
Jeffrey Rubenstein
Fred Sauer
Rolf & Christa Schmid
George Sekanina
Peter Sholdas
Richard Solomon
Michael Sommer
Gary Stapleton
Joeie Tsang & Linda Folk
Vince Valentini
Ryan Van Barneveld
Brian & Wendy Vandusen
Craig Wilson
Barry & Eleanor Wiseman
Ken Wong & Linda Chan
John Yiokaris

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Toronto

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Welland
Scarborough
Toronto
Mississauga
Markham
Mississauga
Caledon
Toronto
Aurora
Breachin
Innisfil
Toronto
Toronto
St. Catharines
Dundas
Richmond Hill
Oakville
Waterdown
Mississauga
Pickering
Aurora
Oakville
Toronto

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09-911
09-911 /
04-Cayenne
09-911
86-944
01-911
06-Cayman S
07-Cayman S
77-911
10-911
00-Boxster
10-Panamera
89-911
02-Boxster
85-911 SC
10-Boxster S
09-911
75-911
05-911
07-911 GT3RS
10-Panamera
10-911
00-Boxster S
07-911
09-Boxster
08-911 C4S
09-Boxster

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Downtown Porsche
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Auto Select
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Downtown Porsche
Downtown Porsche

Downtown Porsche
Downtown Porsche

Downtown Porsche
Jeff White
Downtown Porsche

Wine Country Fun Run

Sunday, August 8, 11:00 a.m.

By John Adam, UCR Director



Looking for a new experience? How about a Porsche Club Sunday Fun Run to a Niagara area winery, followed by a formal wine education event?

The Fun Run will start at Tim Horton's in St. Catharines (next to Prudhommes) and will have five interesting waypoints before the ultimate destination at a winery. Henry of Pelham Winery has a climate which is similar to the Alsace region in France. The wonderful balance of sun, soil, airflow and moisture conditions in its vineyard are ideal for the production of clean, delicate fruit and grape wines. Join us and discover why they are heralded for providing one of the friendliest, informative and educational experiences in Niagara's wine country. Tour the vineyard and learn about their traditional fruit and grape wine making techniques.

This year's Fun Run will be held in conjunction with The Ontario Wine Society – Niagara Chapter (OWS-NC) which coordinates approximately 10 events per year throughout the Niagara Peninsula. Wine club members can be expected to gawk at the perfectly parked Porsches and may well ask a variety of technical questions about your P-car – such as "How fast will it go?" OWS-NC will design a flight of hand-crafted, premium VQA wines from several of Niagara's boutique wineries. Join us in sampling Porsche-class wines and learn why quality and attention to detail can make wine a luxurious experience. After the tasting, linger with some professionally prepared nibbles made to your liking and a few seasonal favourites. The cost per person is \$45 inclusive of wine & food.

Starting point details will be forwarded to participants by e-mail. The last car out from Tim Horton's near Prudhommes, QEW Exit 57, in St Catharines will be at 11:00 a.m! Be there at 10:30 to get your coffee and donut, use the washroom, sign the waiver and get your route instructions. Don't want to link up with the Fun Run group? That's okay. Henry of Pelham Winery, 1469 Pelham Rd, St. Catharines at 1:30 pm. Participants must be at least 19 years of age. No children, please. Need more information? Please contact John Adam, 905 270 2991 or johnqadam@rogers.com Your reply must be in our hands by Friday, July 30. This event has a capacity limit. ☼

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THE GATEWAY TO TRACK ADDICTION

The UCR IDS at Mosport, April 17, 2010

By Andrew Fitzpatrick, UCR Member at Large; Photos, courtesy of Michael A. Coates



A UCR IDS (Introductory Driving School) is your gateway drug to a life of track addiction. Before being able to register for Driver's Education Weekends (DE's), UCR must be sure that you possess a basic level of knowledge and skill. An IDS takes drivers of different backgrounds and a shared love of Porsches and makes sure that they are safe and competent to play well with others on the track.


With an early rise it was out the door at 6:30. It was only 3 degrees but snug inside the Boxster with the top up and the heated seat on the red setting. As I pulled onto the express lanes of the 401 and engaged cruise at a non-arrestable 129, the first splat hit the windshield. Followed by a second, then a third and then too many to count. My long awaited IDS had finally rolled around and it was snowing. The weather, cold with intermittent periods of snow, rain, sun and hail set the mood for the entire day. The hardy souls on hand were not going to let a little snow or hail deter them and soldiered on without complaint.

The day started in the classroom. After covering the basics of participating at a DE event, clothing, inspections and safety equipment, etc., the presentation addressed some fundamental matters of vehicle dynamics and what we could expect on the track. After a break at 10:00 we were split into three groups for the first of three in-car sessions.

First up was threshold braking and accident avoidance. Our cars have enormously powerful brakes and it was neat to use them hard in a controlled environment. The water truck that soaked the course made things a little more interesting. On one of my accident avoidance maneuvers I hit a pylon. I said to an instructor that I had entered too fast. He quickly replied that too much speed wasn't the problem, "too little steering was the problem." I was learning already.



Next up was the skid pad. This was the biggest grin inducer of the day. Basically, you drive around in a tight circle until your car starts sliding and then you try to control it with the throttle. It's hard. A funny thing happens though as the rear end of your car comes around to take the place of the front, you start to spontaneously laugh out loud. Everyone got out of their car wearing a giant grin. Who would have thought that losing control of your not so inexpensive car could be so much fun?

After lunch my group took to the track for the last part of the day. We had three sessions on the track with an instructor driving our car at first, to show us the way around and with emphasis that it's about the line and being smooth, not speed. It didn't take long to see that this is an addictive activity and feels much safer than driving on the street. It then struck me that having now completed the IDS, I could do this half a dozen times a year. Access to such a good time in exchange for \$190.00 and one early Saturday morning seems like a bargain. 



LETTERS TO THE EDITOR

Please send in your comments about this newsletter and the articles featured herein, but also about any other topic concerning our club. Things you'd like to see and do; things you don't. Personal anecdotes, your Porsche ownership-related experiences - good and bad. This is your forum - please be sure to make good and repeated use of it.

Submissions are due on the first of the month to be published in the following month's issue of Provinz. Please submit your contributions to:

letters@pcaucr.org

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Collingwood Fun Run

Hosted by Don Lewtas, Barbara Mitton & Hazel de Burgh

Aug 15, 2010



Start: 9am at Petro Canada Service Centre,
19 km N of 401, on Hwy 400, King Township
End: ~2pm at Nottawasaga (south of Collingwood)

Has your Porsche scaled the highest point in Ontario? On Sunday, August 15 it will have that opportunity with a Fun Run that will wind its way from Toronto to just south of Collingwood. The route, including one stop along the way, is about 3-3½ hours in duration.


This Fun Run starts at the first rest stop (Petro Canada) going north on Hwy 400 (19 km north of the 401). This is north of the exits for Major Mackenzie Drive and Teston Road. We'll meet in the restaurant parking lot at 9am for registration and the drivers meeting, with a planned departure of 9:15am.

The route will travel the paved back-roads of King Township, through the beautiful Hockley Valley and on to the quaint village of Creemore. We should arrive in Creemore at about 11am with a 20-30 minute break to visit the village, including its art galleries and the Brewery. For those who have not visited Creemore before, one of the highlights is its tiny jail – claimed to be the smallest in Ontario.



From there, we'll continue to the highest point in Ontario, with exceptional views of southern Georgian Bay and surrounding area. We'll then drive alongside the Pretty River followed by a short ½km drive on a mostly-hard-packed road to our lunch destination.

Lunch and prizes for the rally quiz will be provided in the backyard of Don Lewtas and Barbara Mitton, where they have fantastic views of Nottawasaga Bay. After lunch, you may wish to proceed on your own into Blue Mountain or Collingwood, which are close by, or return to Toronto by either a direct route or a scenic route, which will be provided.

This Fun Run will be limited to 12 cars, due to the capacity for lunch. If you want to join the fun, contact Don at donald@donlewtas.net to ensure your name is on the list! 

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(Racers, please see www.pcaucr.org under Club Racing to register directly with Mosport)

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- Advanced Solo Lapping registration is now open at www.pcaucr.org
- All driving participants are scheduled a minimum of 2 hours a day of on-track time
- To volunteer for this event, please contact Mike.Edmonds@itweapons.com
- For more information, please contact Wayne Spiegelberg at spieg57@gmail.com

Come join us in celebrating Mosport's 50th Anniversary in Canadian Motorsports

 **Castrol**

EDGE



UCR Muskoka Fun Run

Saturday May 8, 2010

Report by Paul Ip, UCR Member at Large; Photographs as credited

As a new member of the PCA-UCR, I was very much looking forward to the Muskoka Fun Run on Saturday May 8. On Friday, the lovely weather lady on TV was saying, with a big smile on her face, that a not so pleasant system was moving into northern Ontario, which was going to bring gales, rain and snow; this caused some concern until David came forth with his comforting remark: "if weather is the only problem, then there is no problem".

Early Saturday morning my wife and I started off from Markham making a beeline for our meeting point in Bracebridge. On the way rain showers were relatively frequent and heavy at times but they did not dampen our spirits. We got there about a quarter of an hour ahead of the appointed time and found that most members were already there, enjoying their steaming cups of coffee.



Photograph by Al Forest

10 Porsches started on time from the Timmie's toward Carnarvon, from there onward to Dorset, driving on country roads, which was pure fun, and which would have been even more exhilarating had it been dryer.

We made a brief and timely pit stop at the reputed Robinson General Store, which is almost 90 years old, a local attraction in its own right. We moved then further toward Huntsville, passing the numerous scenic spots and lakes left and right, on our way to Rousseau, where we stopped for a very delightful lunch of salads, burgers and fish & chips (I miss that old newspaper). >



Photograph by Al Forest



Photograph by Al Forest



Photograph by Al Forest



Photograph by Paul Ip



Photograph by Paul Ip

Notwithstanding the rain and wet snow, I believe all participants found it a very enjoyable event, thanks to David and Ann who really put together a well thought out and tested route, plus the sights on the way. I am looking forward to the next Fun Run. ☼

> After lunch, wet snow showed up as promised, but had no impact. We ended the tour by looping back into Bracebridge, after covering about 230 km. David and Ann invited all of us to their spacious designer home (an understatement) for coffee and tea, before we proceeded to the other highlight of the day: dinner at the Wabora restaurant in Bracebridge, where owner Minsoo greeted us heartily and treated us to some very appetizing sushi and sashimi and other goodies, some not even on the menu. Minsoo was very enthusiastic about his 600 bhp Cayenne, and assured me that one can hear it coming from a mile away.



Photograph by Paul Ip

Don't Miss These Upcoming UCR Socials

Submitted by Richard Bain

July 13th, 2010

Ciao Bella Ristorante

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This spot ranks number 1 in the UCR popularity contest. Great food, reasonable prices, intimate atmosphere. Ciao Bella's fixed price menu offers three courses, each with numerous selections, for a fixed price of \$25, plus beverages, taxes and tip. Please join us, starting at about 6:30. **Directions:** Ciao Bella is in the north side of a multi-tenanted industrial-style one story building located at the southeast corner of Millway Avenue and Langstaff Road. Millway is one block west of Jane Street. There is a traffic light at the intersection of Langstaff and Millway. Turn into the first driveway on the east side of Millway south of Langstaff. Ciao Bella is about halfway along the north side of the building. Look for the Porsches parked close by.

August 10th, 2010

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Le Mans 24 Hours, Race Report

Porsche Celebrates 98th Class Win at Le Mans

Text and Photos, courtesy of Porsche AG press archives

The success story of the Porsche 911 GT3 RSR continues: After winning the 24 hour race in Dubai and holding the championship lead of the Le Mans Series and the American Le Mans Series, the most successful GT racer of 2009 has now won the GT2 class of the Le Mans 24 hour race. This victory at the 78th running of the 24 hour race in Le Mans marks the 98th success for Porsche at the prestigious long distance classic. For the ninth time, a race car based on the street legal 911 GT3 prevailed over its rivals. Positions three, five, seven and eight also went to drivers of the 450 hp Porsche. Moreover, the winning 911 also clinched the environmental "Michelin Green X Challenge" award as the GT car with the best efficiency.

The basis of Porsche's success, again this year was the reliability of the 911 GT3 RSR. Refuelling, new tyres, driver changes – the mechanics of the winning German Felbermayr-Proton had nothing more to do from start to finish. With consistent lap times, works drivers Marc Lieb (Germany), Richard Lietz (Austria) and Wolf Henzler (Germany) held a two-lap advantage over the second-placed Ferrari. "Pivotal for victory was that we had no technical problems and spent the least amount of time in the pits. This win was a team effort," said Marc Lieb, who celebrated his third Porsche GT2 win in Le Mans after 2005 and 2006. Richard Lietz took home the coveted winners' trophy for the second time after his 2007 win.

Porsche's success is all the more remarkable due to the fact that the 78th edition of the 24 hour race was one of the toughest in the history of the classic. The GT3 class in particular was excellently supported and fiercely contested with seven manufacturers and 18 race vehicles. With this victory, Porsche relegated its strong opponents Ferrari, BMW, Chevrolet Corvette, Jaguar and Spyker to spots further down the field.



Celebrations were also in full swing in the Porsche camp with the overall victory of Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France), who manned the cockpit of an Audi R15 TDI with the former Porsche Junior and ex-Porsche works driver Mike Rockenfeller (Germany). At the flag, they held a one-lap advantage over the second-placed Audi.

Hartmut Kristen, Head of Porsche Motorsport, commented: "We experienced an incredibly exciting race this weekend, especially in the GT2 class. I'm delighted that the Felbermayr-Proton squad won both the GT2 class as well as the "Michelin Green X Challenge". This shows that we're on the right path with our philosophy of Porsche Intelligent Performance. I'm also thrilled with the results >

> of the other Porsche customer teams. They put up a great fight and earned their good positions. I'm proud as well of the three drivers in the winning Audi. Congratulations to them and the entire Audi team."

Porsche Junior Marco Holzer (Germany) and his teammates in the BMS Scuderia Italia team, Richard Westbrook (Great Britain) and Timo Scheider (Germany), were also over the moon with their third in class. All three drivers contested the Le Mans 24 Hours for the first time. For the double DTM champion Scheider, this was his first outing with a Porsche 911 GT3 RSR. "For us, it's a dream come true," said 21-year-old Holzer. "Le Mans is the most important long distance race in the world – and we climbed the podium at our debut. That's sensational."

The crew of the French IMSA Performance Matmut team had mixed feelings about their fifth position. Works drivers Patrick Pilet (France) and Patrick Long (USA) with teammate Raymond Narac (France) had kept up with the winning Porsche trio until the morning hours only to be held up by a clutch problem. "Today is a great day for Porsche and I'm pleased about that," said Pilet. "But of course we're a little disappointed not to celebrate a podium result at our home race."

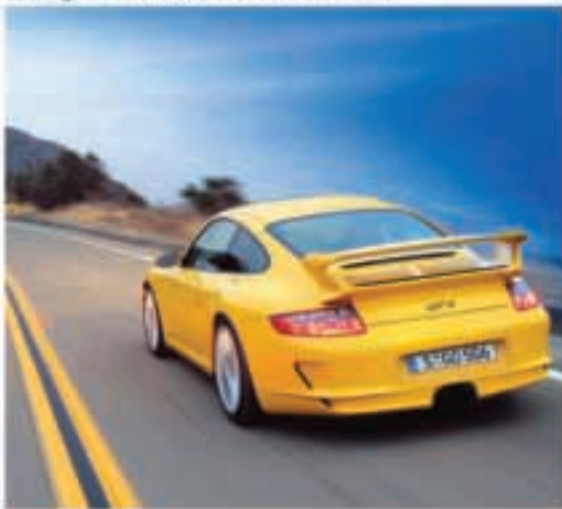
Elation amongst the driver squads of both 911 GT3 RSR that finished seventh and eighth as well: Both 911's were manned by gentlemen drivers. Finishing seventh were Dutchmen Paul van Splunteren and Niek Hommerson as well as Belgian Louis Machiels for the ProSpeed Competition team, followed by the second Felbermayr 911 with drivers Horst Felbermayr Senior and Junior (both Austria) and Slovakia's Miroslav Konopka in eighth.

Only one of the six 911 GT3 RSR to contest the race didn't manage to reach the flag: The 911 of the American Flying Lizard Motorsport squad with drivers Darren Law, Seth Neiman (both USA) and

Continued on Page 25 >



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- > works driver Joerg Bergmeister (Germany) retired after an accident.

Result of the 24 hour race GT2 class

1. Lieb/Lietz/Henzler (D/A/D), Porsche 911 GT3 RSR, 338 laps
2. Farnbacher/Simonsen/Keen (D/AUS/USA),
Ferrari F430 GT, 336
3. Holzer/Westbrook/Scheider (D/GB/D),
Porsche 911 GT3 RSR, 327
4. Alesi/Fisichella/Vilander (F/I/FIN), Ferrari F430 GT, 323
5. Pilet/Long/Narac (F/USA/F), Porsche 911 GT3 RSR, 321
6. J.Müller/Farfus/Alzen (D/BR/D), BMW M3 GT2, 320
7. Van Splunteren/Hommerson/Machiels (NL/NL/BE),
Porsche 911 GT3 RSR, 317
8. Felbermayr Sen./Felbermayr Jun./Konopka (A/A/SK),
Porsche 911 GT3 RSR, 304

Facts and figures

This is the Le Mans 24 hour race

The 55-strong grid line-up for the Le Mans 24 Hours is made up of two different sports car categories: Sports prototypes and modified standard sports cars. The technical regulations of the long distance classic are the basis for the European Le Mans Series (LMS) and the American Le Mans Series (ALMS). All race cars take off at the same time in Le Mans. There is an overall classification and classifications for each class.




The four classes in Le Mans:

LMP1 class: Sports prototypes with up to 700 hp and a minimum weight of 900 kilograms. Power to weight ratio: ca. 1.3 kg/hp.

LMP2 class: Sports prototypes with around 440 hp (with normally aspirated engines) and an 825 kilogram minimum weight. Power to weight ratio: ca. 1.8 kg/hp.

GT1 class: Heavily modified standard sports car with up to 650 hp and a minimum weight of 1,125 – 1,325 kilograms.

GT2 class: Slightly modified standard sports cars with 450 to 460 hp and a minimum weight of 1,145 – 1,345 kilograms. The Porsche 911 GT3 RSR competes in this class. 



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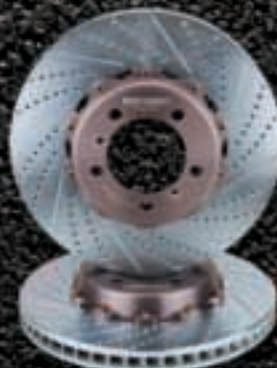
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Porsche 911 GT3RSR at this year's running of the 24 Hours of Le Mans;
photograph, courtesy of Porsche AG press archives

Return to the Grüne Hölle

Story and Photos by Ronan McGrath, UCR Member at Large



Photo taken in Theresienstadt, Czech Republic

Pulling into the foggy, rainy Nürburgring marked the first week since picking up the 2010 GT3 RS in Zuffenhausen. During that “run-in” period I had travelled through the Czech Republic up to Prague, north to Berlin and then west to the “Ring”. Compared to my 2008 RS, which had also run the autobahns of Germany, this car felt amazingly well planted at high speeds. The revised aerodynamics and shorter gearing were noticeably transformative. In the Gen-1 car, there was little performance difference between the regular GT3 and the RS, and Porsche has done a lot of work to differentiate the updated car. On the way into Berlin I had traveled some fairly sparse sections of autobahn in tandem with a Ferrari Scuderia and hit a sustained high-speed stretch at 290 km/h. The ‘08 RS, while perfectly drivable, had felt a lot lighter and more nervous. There is no discernible difference at 100 km/h, however, the 2010 version was noticeably more comfortable at speed over the long-haul runs than I might have expected. Overall, this latest generation RS is a very significant improvement in every way.

I planned to revisit the Nürburgring for some track time, and also to attend one of the highlights of the European sporting calendar - the 24 Hours of Nürburgring. Porsche had a very strong contingent, including the GT3 R Hybrid and the formidable Manthey Racing #1 Porsche, which after four consecutive wins was expected to repeat at the top of the podium.

The focus of this trip for me however, was the Porsche entry of a production RS (essentially the same as mine), which was to be driven by a team of automotive journalists and Walter Rohrl, ambassador and chief test driver for Porsche. This was a street legal car similar to my own, apart from regulatory roll cage and fire suppression requirements. It was not expected to be competitive to the full racecars, but it was an opportunity to see how well it could run against them.

The 24 is a sort of Woodstock for Petro-heads, 200,000 people in tents, campers and packed into every hotel along every part of the 24 km track. The atmosphere is like a huge all-night party and people start to set up camp days before the race begins.

The official Porsche team was managed by Manthey, and eyes were on the Hybrid in its first endurance outing. At the nearby Audi pits, former three-time Le Mans winner for Porsche, Hans Stuck was driving one of the Audi R8 LMS cars.

He was cautiously optimistic about the Audis, but obviously worried about the Porsches, especially the Hybrid with its frugal fuel consumption rating. Down at the Porsche pits, Walter Rohrl who had been a driver-scratch due to an unfortunate back injury, felt that a top 20 finish for the production RS, (S-GO 2400), would be a great result, but he was reluctant to make any predictions on the Hybrid's finish, smiling enigmatically. Down the grid, double 24-Hour winner Sabine Schmitz was running well, but it was surely the last year for her, now dated, Porsche RSR. >





S-GO 2400 leaving the pits; insert photo: Walter Rohrl

> Qualifying was a surprise, with Audis taking the first four places on the grid. However, just behind them were the Manthey #1 Porsche and the Porsche GT3 R Hybrid. Race day arrived and 220 cars lined up on the combined Nordschleife and F1 track, with a single lap distance of 24.5km on “the Green Hell”, the most punishing track on earth. The starting grid was packed with enthusiasts, with little of the ironclad security typical of the F1 circuit.

The Manthey car quickly took the lead where it seemed unassailable but Stuck's Audi was a solid second. Late in the evening things started to go sideways for Audi when Hans was hit by a spinning car, ending his race. As the night wore on the Manthey #1 suffered a similar disaster and also retired.

When I returned at dawn things were not going well in the Audi pits. Several cars had suffered gearbox and brake problems and I watched as the crew swapped out four brake rotors, a half axle and a new gearbox on one of them. Out on track, the Hybrid had taken the lead late in the race and excitement was spreading in the Manthey pits. Yet, down in the field, S-GO 2400 was just inside the top 20. By late morning it looked as if the Hybrid

would have a historic victory when, after leading for eight hours the engine failed with just over 100 minutes to go. The hybrid made its long trip back to the pits through the streets of Nürburg on a seemingly endless trip and that was the end of its day. The works BMW took over the lead and the win for Mario Thiessen and his team, transplanted from the F1 circus.



As 3pm approached S-GO 2400 was still running without a problem and would eventually finish 13th. The Porsche team was ecstatic with the result. That evening I asked two of the drivers about the experience. EVO journalist Chris Harris was clear that the car was a true production car except for regulatory requirements and some suspension modifications to optimize the slicks. Driving the Ring is a challenge during the day, but its

unimaginable at night. Patrick Simon described the experience of driving the unlit, forested track at night and said to do it required knowing every surface change, every millimeter of the track to have any chance of success. He laughed as he observed that the same car had hit him, three times. >



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Veteran racer and instructor, Marcus Gedlich, and Ronan McGrath; photo by FrozenSpeed

> Antje Grey of Downtown Porsche handled the logistics for European delivery of the Gen-2 GT3 RS while the ever-helpful Laurence Yap of Porsche Cars Canada Ltd., set up the introductions to the Porsche racing team. They held back the S-GO 2400 for a photo shoot with my S 57 S. Driving into the paddock in the rain only a few cars remained from the frenetic activity of the previous day. There stood S-GO 2400, wearing a lot of scars from the race, but otherwise ready to return to the road. In fact it was driven to the track from Weissach and would make the three-hour drive back to the factory on public roads. Side by side, there was very little difference between the cars - the racecar even had production door panels.

The track needed several repairs after the punishment of the race, but it eventually opened to the public in a driving rain. I had never driven the Nordschleife in the wet and only a handful of cars ventured out. There was a lot of standing water and rivulets across the dips. The PS Cup tires are not very confidence inspiring in heavy rain. I heard a Carrera GT come up behind and he took off leaving a rooster tail of spray. He never made the second lap, hitting the armco backwards at Ex-Mühle. I decided that it would be sensible to call it a day. The next day was magnificent weather and we had a good group of Porsches including many GT3s. The car was simply sensational at speed on a warm track, never once engaging the stability control and the grip level was extremely high. It was developed on this track and that showed. I had the Gen-1 car here a couple of years ago. I had talked to Hans Stuck after he had tested the Gen-1 car on the Nordschleife and he had said it was very easy at 7/10ths on the track, but beyond that it required a lot of experience to do well with it. I did not have that kind of experience but with the Gen-2 car it was quite easy to push a lot harder in the dry conditions. >

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Sabine Schmitz with a one-horse-power pet on her farm near Nürnberg

> Before I left I went over to see Sabine Schmitz, probably the best-known woman in European Motor Sport and an icon at the Ring. She has held the lap record, won the 24-hour race twice, drives the BMW Ring Taxi and campaigns Porsches here. She has driven over 30,000 laps and her advice for anyone coming here for the first time is not to put too much faith in PlayStation. The most dangerous corner on the entire track, the sweeping left-hander at Schwedenkreuz cannot be taken at the sort of speeds in video games and a mistake there can pitch a car into a deadly barrel roll. She favors first-timers using much lower powered cars, which are just as much fun. Over at her farm, (complete with a helicopter in the yard), she had a new 2010 RS as well as the race-car, already in pieces following the race. She had suffered a gearbox failure in the 24. She jumped into my car and we took a drive on the back roads. She preferred the GT2 seats (standard on a North American-bound RS) to the Euro seats in her car. It is always interesting watching the economy of movement and the certainty of line with a professional driver of her caliber. If you book far enough ahead she will take you out for a hot lap around the Ring in her RS, but you'll need to book now for the 2011 season – 2010 is sold out! >



Toronto Argonauts present...

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To order contact
Dan Penfold (416.341.2734 | dpenfold@argonauts.ca)
Deadline to order is Friday, September 10, 2010



Sabine Schmitz in her private garage on the farm with her Ring-weary and wounded 911 GT3RSR race car, and with her Bell 407 Jet Ranger helicopter



> It was time to drop the car back to Porsche for shipment to Canada and after a last fast run to Frankfurt it was sad to think that it will never again travel as fast on a public road. After a final wide-open spurt to 300 KM/H on the pristine, delimited Autobahn, I left it, fly-encrusted but otherwise no worse for the wear, for its shipment to Canada. It was an unforgettable experience to have sat with the race teams as the Ring took its toll, hour after grinding hour, and a few days later to drive the same track with its long history, its ability to bite and its magnificent beauty. As an experience, driving here is one of the greatest thrills for any driving enthusiast, and the fastest and best drivers are not necessarily in the best cars. I was reminded of the Nürburgring observation by Sir Jackie Stewart, "Anyone who says he loved it was either a liar or wasn't going fast enough." Evidently, I fall into the second category. ❄️



Photo by FrozenSpeed

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Boxster S



Cayman S



911 Carrera 4S



Cayenne turbo



Panamera



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2010 FUN RUNS



David Forbes
UCR Fun Run Chair

David.Forbes@nbpcd.com
(705) 788-8828

Aug 15, 2010

Collingwood by Don Lewtas, Barbara Mitton & Hazel de Burgh

Fabulous vistas, villages and valleys. That's what you'll experience on this Fun Run. We'll start just north of Toronto, then wind our way along Southern Ontario's paved back roads through the beautiful Hockley Valley, to the quaint village of Creemore, then up to the highest point in Ontario, with exceptional views of Georgian Bay and the surrounding area. Lunch will be provided in Don and Barbara's backyard, which overlooks Notawasaga Bay. This Fun Run will be limited to 12 cars – book early by contacting donald@donlewtas.net if you want to ensure you're on the list!

The July 4th Badlands Fun Run is already fully booked - sorry! ☒

	Date in 2010	Fun Run Area	Hosted By	Contact Info	RSVD
1	May 1/2				
2	May 8/9	Muskoka Spring Fun Run	David Forbes & Anne Cooper	david.forbes@nbpcd.com	
3	May 15/16				
4	May 22/23				
5	May 28/30	Bayfield Spring Tour	Mary Byczok & Jeff White	byczokm@rogers.com	
6	May 29	Beaver Valley	Dwight Dyson & Hazel de Burgh	dwright.dyson2@sympatico.ca	
7	June 5/6				
8	June 12/13				
9	June 19	London to Stratford	Sean Batte	donna@rspmotorsports.com	
10	June 26/27				
11	July 4	Cheltenham Badlands	Domenic lafrate	car4play@rogers.com	✓
12	July 10/11				
13	July 17/18				
14	July 24/25				
15	July 31/August 1				
16	August 8	Niagara on the Lake Wine Tour	Bill van Vliet & John Adam	johnqadam@rogers.com	
17	August 15	Collingwood	Lewtas, Milton & de Burgh	donald@donlewtas.net	✓
18	August 18/19				
19	August 28/29				
20	September 4/5				
21	September 11/12				
22	September 18/19				
23	September 25	Muskoka Fall Fun Run	David Forbes & Anne Cooper	david.forbes@nbpcd.com	
24	October 1-3	Multi-Event Weekend	Andy Wright & Ian John	andy.wrightandfamily@sympatico.ca	
25	October 9/10				
26	October 16/17				
27	October 23/24				
27	October 30/31				

Driver's Dream

S H A R E T H E J O U R N E Y

Grilled vs. baked...

Paradigm shift, change of flavour, grilled vs. baked, hybrid vs. old school motoring.

Some say seismic shift events are happening in the motoring world with Porsche's 918 and also the new Ferrari 599GTO (and subsequent trickle-down of technology to the daily commuters), the 918 being touted as the Hyper hybrid and the 599 GTO being the zenith of Maranellos' V12 evolution, both of these being very focused motor cars - what these brands are specialized in doing well.



I will speak further on these motorcars but first to satiate my appetite of victuals, to help nurture my research of these motorcars, I turn my attention to a few favourites of mine, first being the grilled pizza! We all have had the gastronomic experience of the baked pizza, in the wood burning ovens. Ahhh! But the grilled pizza, grilled to perfection on an open grill, requiring the skill and finesse of a 1 minute 28 second lap time at Mosport. My first experience of being presented with a grilled pizza was... let's just say less than appealing... like a little too fast into turn 2 at Mosport! The grilled pizza was not much to look at when it arrived- it was irregularly shaped, and stingily topped with a scattering of cheese, tomatoes and herbs, I wondered what was all the fuss about and should I have had the lobster club instead (another story). The first bite dispelled any doubts... the lightly charred, cracker thin crust was packed with flavour, and the toppings were perfectly balanced. They had gotten this so right... like finding the



perfect line on the track, grazie! It's not a popular item and it can be made at home on your BBQ, but the important lesson is that grilled pizza is not baked pizza- leave all preconceptions behind. When grilling a pizza the demands placed on both the pizza and the cook are far different and far more challenging.

Speaking of challenges, how about the new 918 Spyder? Porsche has produced a motor car that can lap the Nordschleife in 7 minutes 30 seconds and still return 94 mpg! Being honest they also say, not at the same time! So let's look

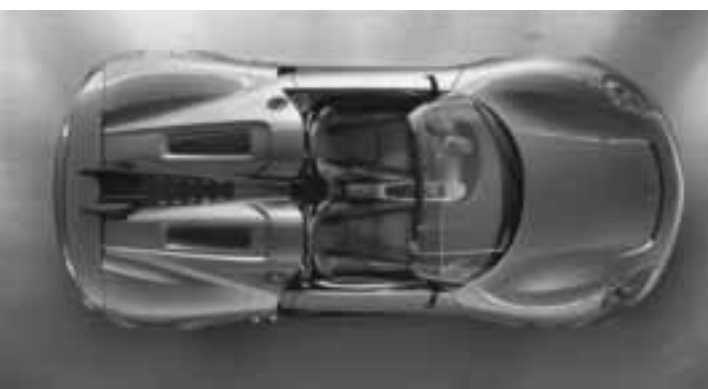
at this heady supercar of the future, apparently put together in six months for this year's Geneva Motor Show. The 918 has a clear lineage to the Carrera GT and the 70's LeMans winner 917.

Obviously owing as much to the past as to the future!

The performance figures given to date for the 918 are not from actual track time but, interestingly, are based on Porsche's own in-house algorithms, ideas and solutions.

The wheel design is inherited from "Moby Dick" – the 70's Porsche racer, they maximize aerodynamic efficiency on one hand and cool the brakes on the other - part green and part red hot! The car is designed with four drive settings to enable it to adapt to both the driver and for conditions of economy and performance. From "all electric" to "Race Hybrid"; as if that wasn't enough, there's even a "push to pass" button

Pizza Photo courtesy of Raffaele



➤ that will unleash an extra 218 bhp from the electric motor - like flavouring the pizza crust with a hot oil for the "extra kick"...funny how food and motorcars go hand in hand.

Far from being a new or novel idea Ferdinand Porsche designed several electric vehicles and was part of an effort to successfully race them! Why, they even used a recharging system which had a generator system on the vehicle, much like the Chevrolet Volt electric car due out later this year.

Okay, I know you are thinking where did the Ferrari 599 GTO go in this discussion, well it is a reality and it is Ferrari's most uncompromised fastest road car they have ever produced, with unprecedented weight savings using high tech materials in its construction, and power delivery to the point where it laps 1 second faster around Fiorano than an Enzo, that in super car terms is a lifetime!

The last point to tie up for today is the lobster club... a sandwich highlight... large chunks of fresh steamed lobster meat mixed with herbs and an aromatic or two, piled high into a lightly buttered griddled chiabatta bun, the filling simple enough to let the star ingredient – the lobster-shine!

Well, time to pull over for a bite...as always, if you have ideas, comments, questions, lifestyle topics – or recipes! – to share, please email me at DriversDreamwithRaffaele@yahoo.com.

Ciao 

Raffaele

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25th Annual Zone One **Autocross**

Aug.28-29, 2010 Moore Airfield Ft. Devens Ayer MA



The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

Cost

\$60/person early bird-registration until 8/15/10

\$85/person after 8/15/10

\$45/person for Saturday dinner

Amounts are for one or two days;

Dates refer to web registration

25th Anniversary shirts to all entrants!

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You must book by 7/28/10 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn

(516) 804-2562 autoxerpca@aol.com

Zone 1 Registrar: Aaron Ambrosino

(518) 541-2680 aambrosi@mac.com

2010 Zone 1 Autocross Registration via clubregistration.net (paypal) only opens 7/1/10

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org>

The 2010 UCR Rally Series

Submitted by Danny Kroll, UCR Director;
Photos by Abdallah Butt

The 2010 UCR Rally Series

Submitted by Danny Kroll, UCR Director; Photos by Abdallah Butt

Our resident Rally Chairperson, Sajjad Butt, has been spending the last few months scurrying the nearby countryside for the best roads to rally on. As you read this, he just may be navigating the next best set of twisties east of Manitoba.

Next scheduled: The UCR Fall Rally, which will take place on **September 18** at 9.30 a.m. It will run approx 2-1/2 hours, and will tour through the Niagara escarpment in Milton.

Mark your calendars now, as the participants from last year were raving about what a great time they had with their cars, fellow club members and some great roads! And don't forget about the beautiful awards (more will be handed out this year).

For further information, please check the UCR website or contact Sajjad at 416-622-2494. ☒



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TRACK TALK



Dave Osborne
Track Chair

At our last event something terrible took place. Despite our best efforts and faith in our organization the worst finally happened. After two days of fun and frolic in the sun, they made us go home. Just like that, it was over. The marshals packed it in, the cones disappeared and there I was, standing at the pit wall unable to turn another lap. I was devastated. I was a long way from done and they all just left me there. Two days of lapping on one of the ten best tracks in North America and I could lap no more. Even my student said his thanks and drove off after I gave him the best two days of my life! Somehow I managed to make it home, and with a small amount of therapy I'm recovering nicely. So how do I protect myself from repeating that horror? I look at the calendar.

July holds 2, three day events. When the two days are over we have another whole day to better ourselves on track. I'm going to get my fill in July and you should too. First there is the CanAm with NNJR on July 23rd, 24th & 25th. This yearly event is all about fun and friendship with our American neighbors. They drive up in time for Coffee and Donuts on Friday morning and their people take control of Mosport for the weekend with UCR as their honored guests. We supply all the safety measures, so it runs with a full compliment of Marshals, EMS, Tow Services and Tire Support. Saturday evening is the annual dinner at the track where NNJR feeds us well and we show our appreciation by providing



real beverages, not the watery stuff they're used to. All capped off by a third day of DE. This event is a student's dream. Every Green and Yellow driver should sign up for this one because of the sheer number of Instructor's available. A great time is had by all and we look forward to seeing our friends again this year. Did I mention the free food?

One week later our own Race Chair, Wayne Spiegelberg, presents the PCA Club Race, hosted by UCR at Mosport. Racers come from far and wide to experience the challenge of driving competitively on our home circuit. Wayne also offers an Advanced Solo Lapping Group comprised of our signed-off UCR DE participants. If you're in the White run group you will need authorization from our Chief Instructor, Stephen Goodbody. This Advanced Solo Lapping Group takes to the track between the Race and Practice



events and enjoys many hours of top quality track time under passing signal rules. The Advanced Solo Lapping group is offered a two or three day package and many participants volunteer to help out with the race event as well. It's a fun way to fill the "off track" time while experiencing our Club Race, up close and personal. Oh, did I mention the awesome dinner that Janet Brandt puts on for this event? Mmmmm, good, and while your eating it they give away some great stuff. This event is a must for the dedicated trackies among us.

With six full days of DE and Lapping in the month of July, I think I'm going to be ok.

Then we're off to Shannonville on August 21st & 22nd. For those of you who attended this great learning track last year, you won't need to be convinced. For those of

you who didn't, you really need to drive this track. We're offering an IDS on Saturday morning to provide the opportunity for those with recently acquired cars, or new plans, to join us for the remainder of the season. The IDS is part of the Shannonville weekend so you get the IDS and DE event all for the same low price. We also provide a dinner on Saturday night, which more resembles a family reunion than any other track dinner. The biggest advantage to a weekend at Shannonville is the sight lines. There is no place safer to work on your cornering entrances and exits than at Shannonville because you can see everything all of the way through the corners. No blind spots, no scary off camber stuff. There are lots of tight twisty turns to test your skills and some long straight-a-ways to test your braking cour-

age. Shannonville is the new Monte Carlo, without the gambling, the view, the rich people and the crowds. Ok, the ocean is missing too, but there isn't a skid pad in Monte Carlo, so ha!

I want to thank each and every one of you, who come out to our Driver Education program and make it the success that it is. While other regions are struggling with lower attendance and difficult numbers, Upper Canada Region continues to provide one of the best DE programs in all of PCA. It's your pride and participation in these events that keeps them viable and keeps your Track Team working hard to provide the best program we can.

See you all trackside,
Dave ☒



Thank You.

Hello Everyone,

I trust you are having a fabulous summer and you are also enjoying some of the many activities the Upper Canada Region has on schedule for you. We have all of our traditional events coming up; Driver Education at Mosport and Shannonville, Fun Runs, Socials, Autocross and the Rally and we just wrapped up the Concours d'Elegance - Did your car "trophy"? We also have another first on the schedule this summer, the inaugural Yorkville Exotic Car Show in support of SickKids Foundation.

Putting on a car show of this nature, on city streets and in the bustling neighborhood of Yorkville had plenty of challenges but we had lots of help from dozens of volunteers and sponsors and I'd like to thank them all for making it all possible.

A big "Thank-you!" goes out to Rick Kaczmarek and Briar de Lange of the Bloor-Yorkville Business Improvement Area (BIA). They were fantastic to work with as our "Venue" sponsor. They also came up with a significant budget for road closure permits, barricades, paid-duty police officers and marketing materials. Thanks as well to the entire crew over at OnWall Solutions, our "Title" sponsor and also Porsche Cars Canada, Ltd. and Ferrari Maserati of Ontario who were both great to step up early as "Gold" sponsors.

Jim Hyatt and Daniel O'Toole of the Ferrari Club of America, East and Central Canada Region were quick to join in and lend

their entire support to this worthy cause and I'd also like to thank Porsche Club of America, Upper Canada Region members; Dickson Ly, Darren Slemko, Michael Oosterveid and Chris Ralphs who have all volunteered their time to help with the organization, logistics and sponsorships.

Thanks as well to Provinz editor, Kye Wankum for his original logo designs and Provinz ads, Michael Duhamel (Doohamel Studios) for all the later graphics work and Robert Cutler (Sol-Tek) for the www.YorkvilleExotics.com website.

Finally, thanks as well to Jade De Ciccio of SickKids Foundation, the sixty student volunteers (too many to mention) for vehicle security, every one of our "Bronze" car-sponsors (also too many but we'll see you all on the website) and all the other UCR members that have offered to lend a hand at the Yorkville Exotic Car Show to make sure it's a huge success.

Thank you everyone.

Phil Downe 



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Porscheplatz



Mobil 1 Presents
The Grand Prix of Mosport
Porscheplatz
August 28 & 29, 2010



Canada's biggest sports car race of the year will mark the final major event of Mosport's 50th anniversary season and it promises to be the best. The **American Le Mans Series** for exotic prototypes and GT race cars makes their only north-of-the-border stop as the world's great marques like Acura, Aston Martin, BMW, Corvette, Ferrari, Jaguar, Mazda and Porsche battle it out on one of the world's classic road courses.

This year's Porscheplatz (Porsche Owner's Corral) is hosted by Porsche AG and Porsche Cars Canada with cooperation of the International Motor Sports Association, the American Le Mans Series presented by Tequila Patrón and the Porsche Club of America. Porscheplatz registration will open at 9:00 a.m. on Saturday and continue through the conclusion of the race.



This year's Porscheplatz festivities will include:

- Porscheplatz Registration opens (9:00 a.m.)
- Parade laps
- Team presentations
- Michelin Tech Talk
- Raffle Drawings
- IMSA Guided Hot Pit Tour Drawing
- Long Distance Award presentation (set of Michelin Tires)
- Michelin Mid-Race Update



For more information, contact PCA Zone 1 Representative Botho von Bose at e-mail address, bvonbose@primus.ca or (416) 926-0636 or visit the American Le Mans web-site at <http://www.americanlemans.com>.

Porscheplatz parking is for Porsches only and requires a Porsche Corral Package race ticket and parking pass. Tickets available at C\$100 from www.mosport.com/tickets.htm or by telephone 905-983-9141 or 1-800-866-1072. Be sure to specify "Porscheplatz Corral" when ordering tickets. "For Sale" signs on cars are prohibited! For drawings and awards, participants must be present to win...see you there!

MART

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PERIPHERAL VISION



John Adam
UCR Historian

Choices have to be made...

Without doubt, Parade is usually the social highlight of our year. We can get together with over 1,500 like-minded Porsche nuts and have a great time. Sometimes Parade conflicts with other events in our lives and so we have missed a couple of Parades since 1983. UCR participants have won at a variety of other events and usually bring home a load of trophies and door prizes. The 2010 Parade in St. Charles, IL, just ended. The venue held a lot of promise and I am sure that there will be a lot of stories to tell. UCR had 13 primary registrants plus spouses/partners make the day-long trek to Illinois. First time registrants included Gary & Sheryl Beutler, Kim & Karen Coulter, along with Ronan McGrath & Stephanie Perry. Twenty more were repeat entrants from UCR.


Next year, Parade venue has moved to Savannah, Georgia, July 31 to August 6. It's a two-day drive covering 1,600 km. An interesting stopover could be in Charlotte, NC, to see the newly opened NAS-CAR Museum, 1,200 km into the journey. Think about it. Yes, you can. Be there.

It seems like only yesterday that our first track event was getting under way. Actually, it was... Provinz deadlines being what they are. We always enjoy seeing our American friends and Rennsport members taking advantage of our Mosport weekends. In fact, they like our track so much, Northern New Jersey Region sponsors a Mosport weekend in July and has been coming to Mosport since 1974. They are back again this year and we are looking forward to their upcoming three-day weekend at Mosport.

Just like at a buffet, we just can't do it all... you have to make choices. Instead of being at Mosport or Mid-Ohio in early June, we were at the Euro Parade in Vienna for a couple of days. They do know how to party hearty. Their Parade runs from Thursday through Sunday and is much more intensive than the U.S. version.

We look forward to seeing you at upcoming events. Stop by and say hi... we are in car #951. By the way, #951 is now attached to a Carmona Red 997 C4S because my old friend Thom Zaugg wanted to buy a Porsche and decided that he liked my 1986 951. We welcome Thom as a new member.

Consider the Wine Country Fun Run, covered on page 11 in this issue. We will make five stops along the way to Henry of Pelham Winery in the St. Catharines area. Thanks to Bill Van Vliet for coming up with the interesting spots along the way.

Feel free to call if you want to know more about tracks, hotels, drive times, or whatever. Phone 905 270 2991 or e-mail johnqadam@rogers.com 

BOARD MEETING

Minutes for June 1, 2010 - Submitted by John Van Atter, UCR Secretary

Held at: Izba restaurant

Attending: Del Bruce, Phil Downe, Richard Roell, Mario Marrello, Tomiko Murk, Martin Tekela, Laurel Ward, Kye Wankum, Richard Bain, Otto Mittelstaedt, and Patrick Michaud and John Van Atter.

Regrets: John Adam, Danny Kroll

Meeting Open: 7:05 PM

Tomiko Murk

Financial Report we are in good financial shape

- Contact Patch – have come to an agreement and is now considered current
- A discussion of the HST took place. HST replaces the GST and PST is no longer applicable. After July 1 the club will charge 13% HST on sales and pay 13% HST on everything that is bought. HST paid will be off settable (input tax credits) against HST collected.
- Track fees to-date include GST. Going forward the difference of 8% will be added. Therefore the new DE week-end charge of \$324 will consist of \$286.73 in fees and \$37.27 HST
- It was noted that there are timing differences due to accounting, in particular membership revenues which are part of Provinz revenue. Fees received from PCA for 2010 Q1 was \$6,034. The accounting of \$4,424, recorded in Q1, was for 2009 Q4

Laurel Ward

Multi-Event Weekend is progressing well and we have several registrations already

- Ads have started running in Provinz beginning with the May issue.
- Marketing MEW to UCR members at upcoming DE's and Socials and fun runs
- Martin took brochures / flyers to the Niagara Region DE Event
- Article has been submitted to Panorama under PCA Update Section to run in July or August edition

Mario Marrello

Autocross

Is scheduled for June 20th at the Toronto Star. Registration is light so far, as people tend wait to the week before. There is no autocross until September 13 as attendance has been low at the summer events.

Richard Bain

- Dan Proudfoot will interview Horst Kroll at our September Social, to be held at Mimico Cruising Club. This will be much more than a repeat of the interview that was conducted at the March, 2009 Social at Artrax in Oakville, which garnered rave reviews.
- Eshel Zweig will video the interview and Dan will be provided with two copies of the video disc. Dan will own all rights to the video.
- Downtown Fine Cars will be hosting the June event and are hav-

ing a boutique sale for us

- A speaker has yet to be arranged for the October Social at The Musket
- Meguiar's are interested in being more active with the club and will be sponsoring the Concours

Otto Mittelstaedt

- Website is operating well
- We now have a legal terms and conditions area on the website
- Older Provinz editions were pulled from the website so that the contact information pages could be deleted
- Mario Marrello moved that the contact page be removed from all archived copies of the Provinz. Seconded by Laurel Ward. Passed unanimously

Kye Wankum & Otto Mittelstaedt

Concours all set up with everything in place; registration at this point is slow

- Sponsors are all set up and the event is in a cash positive situation. A new tire retailer is the title sponsor: Tire District. Meguiar's is a premier sponsor and has supplied a complete 'car show kit', with banners, etc. Other sponsors are: NineApart, Auguste Lecourt, Lant Insurance/Silver Wheel Plan, Autosport 911, and Douglas Ailles/Investors Group. Trophies will be provided by Your Auto Mementos. Harmony Printing is providing printing services free of charge; Michael A. Coates is the event photographer and Andy Hunt/Nautical White is providing volunteer shirts and caps.
- Have contacted owners of older historics in the region to bring out their cars with the understanding that only legitimate Porsches will be entered and shown
- Kye will be at the next social at Downtown Fine Cars
- Otto will make an announcement at the June DE Event

Del Bruce

- First Driver Education Event had 133 up 14 over last year with only one incident.
- This weekend 134 signed up, 9 more than last year
- 74 signed up for NNJR weekend
- 60 have already signed up for Shannonville Driver education and 15 for IDS
- Braidan Tire is hosting a charity event on June 28th for signed-off white, black, and red run groups for a \$50.00 donation to Wheels for Humanity.

Richard Roell

The Concours binder has been returned

Danny Kroll (by Richard Roell)

- Sept rally is on the 18th and starts in Etobicoke and travels through Milton Niagara escarpment. It will be promoted online and in Provinz
- Eshel's Argo game will be promoted and numbers will be reported ➤

- > at July meeting...it will be promoted in Provinz and on the web.
- Shift into spring still looking for a chair for next year.
- John Van Atter & Martin Tekela will approve the future Shift into Spring Chair

Phil Downe & Kye Wankum

Provinz

- 1,638 copies of the May issue of Provinz were mailed, an increase of 50 over the previous month.
- June will have 1,701 copies an increase of 63 copies
- Harmony will send out three flyers this month:
 - Concours
 - Wine Tour
 - YES (Yorkville Exotic Car Show)
- Harmony is graciously absorbing the additional costs of inserting
- A loss of \$321.00 was anticipated for the month of May or approximately 20 cents per member
- The June loss is anticipated at \$870.00 (55 cents per member) due to lost advertising revenue
- Provinz back issue PDF's have not been posted on the website for several weeks due to technical difficulties. The situation has been rectified.
- The Provinz team would like to have the most recent cover of Provinz magazine displayed on the Home page of the web site in a "highly visible" position.

Member Recruitment Postcards

- A new Q3, 2010 – Member Recruitment Postcard is in the works with Porsche Cars Canada Ltd., as the feature sponsor
- All event chairs and BOD members have been asked to approve the proposed dates and events to be listed
- PCCL's advertising firm, Retention Marketing has the dates and is starting the artwork using Porsche AG's latest photos

Yorkville Exotic Car Show (YES)

- The exhibitor registrations are fully subscribed and are officially closed.

- Still looking for a few select Porsche cars to fill up the line-up
- Have 26 high-school-aged volunteers signed up to assist with the security after the cars are staged. We will have one student volunteer for every 2 cars.
- A meeting with the City of Toronto is scheduled for June 9, 2010 for final venue and street closure details.
- An on-line "sponsor bid/auction" facility is in the last stages of completion.
- Each BOD member has been sent a brief to inform you of the events leading up to this date.
- 10,000 promotion postcards have been distributed to date. 68,000 more go into production this week for distribution in the Globe & Mail on Saturday, July 3, 2010, a week before the YES show

John Van Atter

Review and approval of May minutes Moved by Kye Wankum seconded by Phil Downe and carried unanimously

Martin Tekela

Membership update We now have 1,565 primary members, up 34 from last month and up by 147 from a year ago

- Our total membership is now 2,650 members (primary and affiliates), compared to 2,447 last year.

Shift into Spring will be re-named the "UCR Open House". The primary goal of this event will be for each UCR Event Chair to promote their plans for the coming year to all current and prospective UCR members

Next meeting will be held at Izba

Meeting Adjourned: 9:35 PM 🌟

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For information please contact: Botho von Bose, Z 1 Rep - bvonbose@iomltd.com

For the latest schedule information please visit the IMSA website at www.imsaracing.net

Parking in the Porscheplatz is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.

Porscheplatz is hosted by Porsche Cars NA and Porsche Motorsport NA with the cooperation of the IMSA and ALMS.




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Awards Banquet
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Club Racing
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Fun Runs
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